

**CLUB
SCOTCH WHISKY**

BEST VALUE IN THE MARKET
\$13.50 per Dozen

H. PRICE & CO.

138 12, Queen's Road.

No. 12, 278.

號八廿月七年二零百九千一英

HONGKONG, MONDAY, JULY 28, 1902.

日四廿月六年寅壬

PRICE, \$2.50 Per Month.

The China Mail.

ESTABLISHED 1843.

**MUNICH
DARK BAVARIAN
BEER**
1 Case = 4 Doz. \$14.00
1 " = 6 Doz. 14.60
H. PRICE & CO.,
138 12, Queen's Road.

Business Notices.

W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM LAUNCHES.

Pumps, Packings, General Stores and Engineers' Tools of Every Description.

OFFICES & SALES ROOMS. ENGINE & SHIPBUILDING WORKS.

W. S. BAILEY, 11, MIDDLE. E. O. MURPHY, 101, QUEEN'S ROAD.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

Consulting and Superintending Engineers and Surveyors

NOTICE.

THE PARTNERSHIP existing between Messrs. R. E. TOEG, H. H. READ & A. C. S. MANNERS is this day dissolved by Mutual Consent.

The business will be carried on in future under the style or name of TOEG & READ.

TOEG, READ & MANNERS.

Hongkong, July 19, 1902. 1519

NOTICE.

WE have this day been appointed AGENTS for the MANCHESTER ASSURANCE COMPANY, and are prepared to accept risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, July 1, 1902. 1374

THE CAUSEWAY BAY DAIRY.

REFERRING to our Advertisement of 28th MAY last, we beg to inform the Public that a mistake was made therein stating that the Price is 10 cents per Pint, whereas it should have been 10 cents per 1/2 Imperial Pint.

D'ALMEIDA & MILLAR, General Managers.

Hongkong, July 25, 1902. 1553

NOTICE.

WE HAVE THIS DAY been appointed AGENTS for HONGKONG for the

Taiwan Stone and Shell Lime Factory, Macau.

These limes have been tested by experts, and found to be superior to any other found in China. All houses should be lime washed with this lime. It gives an odour of sweetness and kills vermin. It is a decided check on Plague and other pestilential diseases, and it is invaluable for Building Purposes, having been tested and found to give 60 to 70 lbs to the square inch breaking strength. Orders will be received and Testimonials can be seen and Prices Quoted on application to

C. E. WARREN & CO., 30 Des Vaux Road Central.

Hongkong, June 16, 1902. 1273

BOARD AND RESIDENCE.

THE "AUSTRALIA" 49 POTTINGER STREET, 2 doors from Central Police Station.

COMFORTABLE ROOMS, SPENDID TABLE.

Vacancies for a few Business GENTLEMEN.

Apply MANAGERESS.

Hongkong, July 4, 1902. 1398

NOTICE.

MR. GEO. PATTON, late of Kowloon Docks, has the honour to inform the public that he has this day commenced business under the style of

GEO. PATTON & CO.,

COPPERSMITHS, PLUMBERS, AND GENERAL ENGINEERS.

Specialities: Household Distillers, Water Sterilizers, General Sanitary Fittings, Asbestos Goods and Brass Work.

Works, Dorrington Canal East City Office, 9 Queen's Road Central

Hongkong, July 1, 1902. 1414

Kinghorn & Macdonald,

Consulting Mechanical Engineers and Surveyors.

CONTRACTORS FOR THE SUPPLY OF KINDS OF MACHINERY AND APPARATUS.

ICE MAKING.

MESSRS. KINGHORN and MACDONALD having been appointed Sole Agents for Messrs. J. and E. HALL's Patent Refrigerating Machinery, are prepared to supply Estimates, Plans and Specifications for all sizes of Machines.

Office: No. 13 ROBINSON ROAD (ground floor).

Telephone No. 143.

Telegrams: "KINGHORN, HONGKONG."

A. B. C. & A. I. Codes used.

JOHN W. KINGHORN, M.L.M.E., M.I.Mech.E., London.

DONALD MACDONALD, Hongkong, May 28, 1902. 1093

H. RUTTONJEE

DEALER IN BEST OF SPIRITS, LIQUEURS and WINES, ENGLISH and FRENCH PROVISIONS of all Kinds, also KRUGER'S GOLD COINS.

No. 6, D'Almeida Street, H.K.

Nos. 29 and 40, Elgin Road, Kowloon.

Hongkong, May 31, 1902. 1161

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4 PRINCE CENTRAL (NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION, BOILER COMPOSITION, ENGINE AND OTHER OILS.

ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

NOTICE.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt this is the finest Blend of TEA, at the price, to be had in China.

1902.

CUMSHAW TEA

LANE, CRAWFORD & Co.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHEW TEA.

PRICES.

Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50 Per 5 Catty Box, \$10.00

THE HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS. TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUEURS & PROVISIONS.

2756

ASK FOR FERGUSON'S P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.

FERGUSON'S SPECIAL CREAM BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland, devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.

PURE AND MILD.

Sole Importers, F. BLACKHEAD & Co.

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and GUITARRA.

For Terms, Etc., apply to THE STUDIO, "ELGIN VILLA," No. 19, CAINE ROAD.

Hongkong, December, 27 1901. 2263

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.40 a.m. Every 10 minutes.

8.40 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.15 p.m. Every 15 minutes.

12.15 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 10 minutes.

9.00 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 11.00 p.m. Every 10 minutes.

11.00 p.m. to 12.00 a.m. Every 15 minutes.

12.00 a.m. to 1.00 a.m. Every 10 minutes.

1.00 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 3.00 a.m. Every 10 minutes.

3.00 a.m. to 4.00 a.m. Every 15 minutes.

4.00 a.m. to 5.00 a.m. Every 10 minutes.

5.00 a.m. to 6.00 a.m. Every 15 minutes.

6.00 a.m. to 7.00 a.m. Every 10 minutes.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 a.m. Every 15 minutes.

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1.00 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 3.00 a.m. Every 10 minutes.

3.00 a.m. to 4.00 a.m. Every 15 minutes.

4.00 a.m. to 5.00 a.m. Every 10 minutes.

5.00 a.m. to 6.00 a.m. Every 15 minutes.

6.00 a.m. to 7.00 a.m. Every 10 minutes.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

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1.00 a.m. to 2.00 a.m. Every 15 minutes.

2.00 a.m. to 3.00 a.m. Every 10 minutes.

3.00 a.m. to 4.00 a.m. Every 15 minutes.

4.00 a.m. to 5.00 a.m. Every 10 minutes.

5.00 a.m. to 6.00 a.m. Every 15 minutes.

6.00 a.m. to 7.00 a.m. Every 10 minutes.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net \$5.50 per cask, ex Factory

In bags of 250 lbs net \$3.50 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG

For further particulars, apply to

Shewan, Tomes & Co., GENERAL MANAGERS, 263.

The Peak Hotel.

Admirably Situated—Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 29. Town Office, 7, DUDDELL STREET.

DENNY, MOTT & DICKSON, LD.,

BANGKOK (SIAM).

TEAK MERCHANTS AND SAW MILLERS.

SIEMSEN & CO., Sole Agents for Hongkong and South China.

Hongkong, August 1, 1901. 1588

COTTAM & CO.,

HONGKONG HOTEL BUILDINGS

(Just Received).

SNOW'S CELEBRATED AMERICAN BOOTS AND SHOES, STRAW HATS (ALL SIZES).

Hongkong, July 12, 1902. 226

Cutler, Palmer & Co.,

(Wine Shippers to China since 1815).

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901. SIEMSEN & CO. 1465

VICTORIA DISPENSARY.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY FOR ALLAYING THE IRRITATION.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT APPELIENT.

CAMPENOL.

UNEQUALLED FOR USE IN THE BATH AS A PREVENTATIVE AGAINST PRICKLY HEAT.

703

CHAMPAGNES

FROM

CHARLES HEIDSIECK,

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO., SOLE AGENTS FOR CHINA AND JAPAN.

W. BREWER & CO.

THE NEWEST BOOKS.

Colonial Office List, 1902. ... \$ 8.25

Brassley's Naval Annual—1902. ... 12.00

All the Russias, by Neuman. ... 14.00

Chambers' 20th Century Dictionary. ... 2.75

The Popular Educationist. ... 1.75

Academy Pictures, 1902. ... 0.50

Stand Magazine—Volume. ... 4.50

The Real Siberia, by Foster Fraser. ... 2.50

The Ambassador, by John Oliver Hobbes. ... 2.75

Between Herself, by Mrs. O'Rell. ... 80

Things a Woman Wants to Know, by Isabel. ... 80

Ping Pong: the Game and how to Play it. ... 80

Manual of Photography, by "Hiford". ... 80

Athletics of to-day. ... 80

100

Pure Treble distilled water only is used in the

Manufacture of all the AQUARIUS COMPANY'S

Waters.

"STONE BOTTLED GINGER BEER"

a fresh supply just landed specially brewed by

THE AQUARIUS COMPANY,

SOLE AGENTS,

Caldbeck, Macgregor & Co.

Hongkong, July 21, 1902.

MURDER!**MURDER!****A WHOLE FAMILY KILLED.****Murderer at Large. Reward \$5,000.00.****Description of the Murderer:**

Dark hair, clean shaven; height, 5 feet 11 inches; age, about 32; walks with a slight limp. When last seen was wearing a bowler hat and dark-grey suit.

The above reward will be paid

To anyone who gives information that will lead to the arrest and conviction of the murderer.

Story of the Crime:

Whereas, on or about Wednesday last, the said murderer did, with malice aforethought, lay down a quantity of Newton's Rat-Cheese, with the result that he poisoned a whole family of Rats. This is not his only crime, for he has been the cause of hundreds of other deaths through the same means.

This reward will be paid

By the Rat-Cheese Association on the day the murderer is sentenced.

Sole Agents(Signed) **JUDGE RODENI.****WATKINS, LIMITED,**

Factory: No. 4, WYNDHAM STREET.

Apothecaries Hall, 66, Queen's Road.

he leaves the office about three o'clock, he hears the distant rumble and boom of the printing machines—those amazing miracles of mechanical invention—turning out copies of the journal with incredible rapidity, printed, folded, and piled up ready for distribution. Round the corner there is a long line of carts to convey the newspapers to the local wholesale agents and the railway stations.

But really the editor of a daily journal never finishes his allotted task. His work is never over and done with. On awakening in the morning, and before he rises from bed, he re-reads his newspaper anxiously and looks through his content-paras with some trepidation. He is never sure that something has not gone wrong in his own establishment. Perhaps he has had a "miss." With what vexation of spirit does he see in a rival a report of an important event about which he has not had a line! Perhaps an erroneous statement has crept in about some person. This may prove a costly mistake, for there is a harassing law of libel, and juries are curiously prone to giving heavy damages against offending newspapers. He knows, too, that in the clubs there are hundreds of superannuated old gentlemen engaged, with spectacles on nose, in their favourite recreation—scrutinising the newspaper for mistakes; slips of the pen, erroneous dates, names mispelt or wrong initials, grammatical errors, incorrect quotations—and that on reaching the office at night he will find their letters warning him about the blunders they have discovered.—*Copyright Magazine.*

Childhood is the formative period of manhood and womanhood. As the child is so the adult. Hence, health is most necessary during this important stage of physical development. If health renders children stupid and dull, disinclined to play, prevents proper development of mind and muscles. A sickly, weakly child cannot be expected to enter mature life, healthy and robust, and to achieve the possibilities of such a life.

Often children need a good tonic—something to stimulate their organs to the full performance of healthful function, or arouse latent energies. A failure to give a good tonic at such times is to withhold from the child a stimulus that may materially affect the future happiness and success of its life.

Stearns' Wine of Cod Liver Oil is a tonic and tissue-builder admirably adapted to children. It is delicious in taste and they like it. It does not disturb their stomachs, and, like no drawback. Its influence is for good only—it makes children grow, makes their eyes bright, their cheeks rosy. It makes them plump and full of life. It turns them into stalwart men and healthy women. Wholesale from A. S. Watson & Co., Ltd., Hongkong.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	L.H.P.	Captain.	Last reported at.
Abercrombie	despatch vessel	1700	—	3000	Comdr. Seymour E. Erskine	Japan
* Albion	battleship, 1st class	12,950	16	13,500		Japan
Algerine	sloop	1050	6	1400	Commander Walter Carey	Singapore
Argonaut	cruiser, 2nd class	4300	10	5000	Captain J. Martin	Shanghai
Blenheim	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Japan
Bombardier	cruiser, 1st class	9000	12	13,000	Captain E. H. Henderson	Japan
Britannia	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Taku
Ceres	gunboat, 1st class	710	6	1300		Pootchow
Cressy	cruiser, 1st class	12,000	14	21,000	Captain H. M. Tudor	Anoy
Eclipse	water tank and tug	330	—	300	Master T. Passmore	Hongkong
Edinburgh	cruiser, 2nd class	6500	11	9600	Captain R. H. S. Stokes	Hongkong
Essex	sub. 3rd class coast defence	335	3	200	Lieut.-Com. Godfrey	Hongkong
Exeter	sloop	1070	10	1100	Comdr. Barton	Hongkong
Fauntleroy	torpedo boat destroyer	381	4	670	Fleet Reserve	Weihaioi
Fearless	cruiser, 3rd class	1380	12	3200	Comdr. J. Graham	Hongkong
Finnish	gunboat, 2nd class	465	4	380	Lt.-Com. C. B. Reay-Townall	Hongkong
Gloucester	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Japan
Gothic	battleship, 1st class	12,950	16	13,500	Captain Lewis Wintz	Japan
Hamble	torpedo boat destroyer	275	6	4000	Lieut.-Com. G. C. Hardy	Weihaioi
Hart	torpedo boat destroyer	275	6	4000	Fleet Reserve	Weihaioi
Humber	storeship	1640	—	800	Comdr. H. J. Davison	Weihaioi
Iphigeneia	cruiser, 2nd class	3620	16	9000		Hongkong
Janus	torpedo boat destroyer	260	6	3000		Hongkong
Janus	river gunboat	180	2	300		Hongkong
Johnston	river gunboat	180	2	300		Hongkong
Matine	sloop	980	10	1400	Comdr. C. W. M. Plenderleath	Satow
Ocean	battleship, 1st class	12,950	16	13,500	Captain W. G. White	Japan
Ottawa	torpedo boat destroyer	360	6	6300	Lt.-Com. C. P. Mansel	Shanghai
Pheasant	sloop	1015	6	1600	Commander W. H. Nicholson	Shanghai
Pique	cruiser, 2nd class	3200	8	7000	Capt. Harry G. Reynolds	Shanghai
Rambler	surveying vessel	835	6	650	Lt.-Com. Morris H. Smyth	Hongkong
Rinaldo	sloop	980	10	1400	Com. D. St. A. Wain	Hongkong
Robin	river gunboat	85	2	240	Lieut. Com. G. G. Webster	Hongkong
Ross	sloop	980	6	1400	Comdr. C. A. W. Hamilton	Anoy
Sandpiper	river gunboat	85	2	240	Lieut. Com. Murray Lockhart	Shanghai
Scipio	river gunboat	85	2	240	Lt.-Comdr. Worsley	Hongkong
Swift	gun-vessel, 2nd class	755	2	870	Fleet Reserve	Hongkong
Saku	torpedo boat destroyer	260	6	6500	Captain F. O. Sturford	Nagasaki
Talbot	cruiser, 2nd class	5000	11	9800	Comdr. Robinson	Hongkong
Thar	receiving ship	4630	6	800	Lt.-Comdr. R. W. Dalgety	Hongkong
Tweed	river gunboat	180	2	300	Captain Perry Scott, O.B.	Hongkong
Terrible	cruiser, 1st class	14,200	14	25,000	Temporarily employed surveying	Hongkong
Vestal	coast defence gunboat	383	3	200	Comdr. Frank H. Layton	Hongkong
Waterwitch	sloop	980	10	1400	Lieut. Com. W. O. Lyne	Nowehwang
Whiting	surveying ship	820	6	450	Lt.-Com. C. Mackenzie, D.S.O.	Weihaioi
Wyvern	torpedo boat destroyer	275	6	4000	Fleet Reserve	Hongkong
Woodcock	coast defence gunboat	190	2	300	Lieut.-Com. Hugh Somerville	Hankow
Woodcock	river gunboat	150	2	300	Lieut.-Com. Chilcott	Shanghai

* Flag of Vice-Admiral Sir Cyrrus A. G. Bridge, K.C.B., Commander-in-Chief.
* Flag of Rear-Admiral Harry T. Grenfell, O.M.G.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

**MAGNESIA**

The Physician's Cure for Gout, Rheumatic Gout, and Gravel.
Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sick.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAI, THIBET, COREA AND JAPAN.
Entrusted to the Society of the "MISSIONARY SOCIETY."
(Translated by EDWARD HARPER PARKER.
Reprinted from "THE CHINA REVIEW.")

PRICE ONE DOLLAR.

ON SALE AT KELLY & WALSH, LTD.

FROM MAKER TO USER.

We beg to inform you that we have established a retail store for the sale of the LATEST IMPROVED SINGER SEWING MACHINE, at No. 34, Wyndham Street, and shall be pleased to serve you when you need a first class SEWING MACHINE.
We manufacture Sewing Machines for every stitching process for cloth, leather, FAMILY or MANUFACTURERS' use.
We will employ a full corps of expert operators and instructions will be given Free of Charge.
Machines will be sold for cash or on monthly payments, and we will take your OLD MACHINE in part payment for a NEW ONE.
We will at all times be prepared to rent machines and special attention will be given to repairing.
A full supply of Needles and Oil always at hand at low prices.
Termoney constitutes a strong safeguard to the purchaser of a SINGER SEWING MACHINE, and we are IN CHINA TO STAY.
Please remember that there are no genuine Singer Machines made in Germany.
THE SINGER MANUFACTURING COMPANY.
Offices in every City in the World.
Hongkong, July 22, 1902. 1528

SIEN TING,
Surgeon Dentist,
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1902. 628

DENTISTRY.
AMERICAN SYSTEM.
WONG HO-MI.
SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, Queen's Road Central.
Hongkong, October 2, 1899. 1902

DENTISTRY.
SUI SANG.
Lately Practising with Dr. I. SARAT.
DENTIST.
No. 4, Queen's Road Central.
Hongkong, January 1, 1898.

MR. CHADWICK KEW,
DENTAL SURGEON.
38, QUEEN'S ROAD CENTRAL.
OFFICE HOURS: 9 A.M. TO 5 P.M.
Hongkong, March 18, 1902. 583

ADVERTISE**ADVERTISE****ADVERTISE****'The Life of Trade.'**

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising.

China Mail.

Read by all Classes in the Colony, and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, RECHAM, LONDON, ENGLAND.

TELEPHONE NO. 256.
SHEWAN TOMES & CO., LTD., HONGKONG.
AND GENERAL MANAGERS.

ESTABLISHED 1859.
ACHEE & CO

祥利廣
17a Queen's Road.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

**WM. POWELL,
LIMITED.**

28 & 34, Queen's Road
(Opposite Hongkong Hotel and Post Office)

**General -
Drapers -
and - - -
Outfitters**

Manila and Brazilian
Straw Hats:
also, the Latest Shapes in
- - **Sailors**
JUST ARRIVED.

'Ping Pong.'
Complete sets, ranging
in Price from \$1 to
\$15.

DRESSMAKING
A SPECIALITY.
All cutting executed by
an experienced
Dressmaker.

NEW MILLINERY,
NEW WASHING
SILKS.
NEW SUMMER
DRESS GOODS.

Telephone No. 185.
H. PRICE & CO.,
17, Queen's Road.

**SEASONABLE
WINES.**

per Dozen.
LIGHT WINE..... \$ 6 50 to \$19.00
WHITE WINE..... 8.00 .. 13.00
CLARETS..... 4.50 .. 13.00
ST. LEON TONIC
WINE..... 21.00
BURGUNDIES..... 14.00 .. 30.00

H. PRICE & CO.,
17, Queen's Road.

MEMOS. FOR TO-MORROW.
Meetings
Division of 800 Shares of The Hong-
kong Land Investment & Agency Co.,
Ltd., payable.

Auction.
2.30 p.m. Auction of Household Furni-
ture, at the Residence of Mr. J. Galt,
No. 13, Kowloon Terrace, Kowloon.

Miscellaneous.
Goods per *Hilda* undelivered after this
date subject to rent.

General Memoranda.
Wednesday, July 23:-
2.30 p.m. Auction of Household Furni-
ture, at No. 3 Garden Road, Kowloon.
Goods per *Hilda* undelivered after this
date subject to rent.

Friday, August 1:-
3 p.m. Auction of Leuchold Property
(in 2 Lots), at Mr. Geo. P. Lamont's
Sales Rooms.

Saturday, August 2:-
2.30 p.m. Auction of Household Furni-
ture, at the Residence of Mr. Charles
Ford, No. 1 Albany Road.
Register of Shares of The Hongkong and
Shanghai Banking Corporation, closed
from this date to the 10th August,
inclusive.



**A. S. WATSON & CO.,
LIMITED.**

Established A.D. 1841

**AERATED
WATERS**

THE WATER used is THE PUR-
EST that can be obtained, and is
skillfully FILTERED ON THE MOST
SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of
the latest design and most approved
type.

THE BEST AND MOST EXPEN-
SIVE INGREDIENTS only are used.

**GUARANTEEING
ABSOLUTE PURITY.**

ENGLISH EXPERTS

Manage our Factories, and their practical
knowledge and constant supervision
enable us to produce waters of unri-
valled excellence and purity.

A. S. WATSON & Co., Limited.

THE HONGKONG DISPENSARY.

BIRTHS.
On the 10th July, at Lincoln, England,
the wife of CHAS. STURTEVANT GEORGE (of
Bangkok), of a Son.
On the 22nd July, at 20, Whangpoo Road,
Shanghai, the wife of Dr. PATES, of a
Daughter.

DEATHS.
On the 17th July, at No. 178-A, Hoff,
Yokohama, ESTHER, relict of the late
James E. date; aged 85 years.
At the General Hospital, Shanghai, on
the 22nd July, JOHN WATTS, V.C., late
39th Highlanders; aged 78 years.

The publication of this issue commenced
at 1.25 p.m.

The China Mail.

HONGKONG, MONDAY, JULY 23, 1902.

EDITORIAL COMMENT.

THE newly-awakened en-
thusiasm for Western
EDUCATIONAL education has by no
means spent itself, and
in CHINA there are no indications
that it will do so for a
long time to come. This new movement
might fairly be described as patriotic.
It has come about in many ways, but
the main reason can be traced to China's
defeat by Japan. The conviction in the
Chinese mind, and more particularly
among the ruling classes, is that Japan
has gained her present position entirely
because of her adoption of western
methods. That is the true explanation
of the present movement. It accounts
for the schools that have been opened,
and also for the six or seven hundred
Chinese graduates and others who have
gone to Japan. The work of those who
have been sent to Japan is called 'travel
and study,' with special emphasis on the
travel. The time allotted to the major-
ity of those men is less than a year, and
it is only reasonable to think that they
will benefit more by what they see than
by what they hear. Some one among
this number during his travels may find
out the secret of Japan's greatness and
bring it back to China. This big change
in the educational programme has
involved the mandarins in additional ex-
pense, and they are having recourse to
many methods to get the required funds.
The latest is the offer of honours, official
and otherwise, to those who will sub-
scribe money for educational purposes.
First, those who themselves subscribe
any sum between ten thousand and one
hundred thousand taels will be appoint-
ed to a high office. (This must apply
to expectant mandarins.) Anything
between five and ten thousand taels ob-
tains a tablet written by the Emperor's
own hand, and so on for smaller sums
corresponding honours. Those who are
not able to subscribe themselves, but
who induce others to do so, will be al-
lowed five per cent on such sums, and
stone tablets will be erected in their
honour and their names sent to the
Emperor. These are the methods by
which Chinese seek to reach the develop-
ment of Western nations, and while to
some they may appear futile and doomed
to fail it is at least gratifying to see this
great country and great people aroused
from the lethargy of centuries.

LOCAL AND GENERAL.

Notes by the Way.
In the early days of July intense heat
was experienced at Peking.

The King of Italy is expected to visit
Berlin at the end of August.

Mr. Steyn, ex-President of the Orange
Free State, is going to London.

A terrible tornado has swept over
Dakota, destroying three towns.

H.M.S. *Tweed* arrived at Woosung
from Hongkong on the 22nd inst.

The Pope intends to issue an Encyclical
against the French law on Societies.

The number of the missing in the
Hamburg steamer accident is now reported
to be 166.

Ample subscriptions have been offered
for the rebuilding of the Campanile of St.
Mark's at Venice.

The suggestion has been made to hold
Interport Athletic Sports at Shanghai in the
coming autumn or winter.

It is now stated that forty persons
lost their lives by the fall of the Campa-
nile at St. Mark's, Venice.

A considerable amount of damage was
done to property in Tonkin by a typhoon
on the night of the 15th and 16th inst.

The man who invents an air-ship with
a safety clutch and something for it to
clutch to will solve the problem all right.

The appointment of Mr. E. H. Sharp,
barrister-at-law, to be one of H. M. Counsel
for Hongkong, is officially notified in the
Gazette.

There were 214 European and 63
Chinese visitors to the City Hall Library,
and no visitors to the Museum during the
week ending 27th July.

The Osaka Beer Brewing Co. has de-
clared a dividend of 20 per cent for the
past year. When is the local Beer Com-
pany to begin operations?

The repairs to the M.M. steamer
Amurel, which grounded at Gut-bai some
time ago and leaves Hongkong for Europe
to-morrow, cost Tael 80,000.

The death is reported at Ningpo, on
the 19th inst., of Miss MacSweeney, of the
Ningpo Christian Mission Society. She
arrived from Hongkong only three months ago.

Smith Minor has just excelled himself
in an attempt to translate, 'Il faut au-
bord de la mer.' With painful recollec-
tions of the Easter holiday, he wrote:-
'He grew quite tired of his mother.'

Sergeant R. Fenton has been appoint-
ed Inspector of Nuisances for Kowloon City,
in accordance with the Public Health
Ordinance, with effect from the 16th
instant.

The ensign of the men-of-war in
Shanghai harbour and the Customs House
flag were half-masted on the 22nd inst., for
the death of Field-Marshal Marquis
Yorinichi Saigo, who died at Tokio on the
17th instant.

We learn from Yokohama exchanges
that the Corporation was celebrated on
board the *Carle* on the 26th June, when
all on board supposed it was taking place
in London. A salute of 21 guns was fired,
and the occasion was liberally toasted in
champagne.

Two smashers, who were convicted
at Shanghai the other day of having 124
counterfeit dollars, a well-made die, and a
number of counterfeit 10-cent pieces in
their possession, were sentenced by the
Mixed Court to 500 blows, three months
imprisonment each and to be deported.

LOCAL AND GENERAL.

Hongkong Polo Club.
The Hongkong Polo Club ground at
Causway Bay, which has been closed for
a month, will be re-opened for play on
Friday, the 1st August.

Bank Holiday.
His Excellency the Officer Adminis-
trating the Government is pleased to direct
that Monday, the 4th August, being a Bank
Holiday, is to be observed as a holiday by
the Government Departments. The Police
Magistrate's Department is excluded from
this notification.

The Pacific Trade.
A telegram in Japanese exchanges
says:-The *Pull Mail Gazette* announces
that Mr. Pierpont Morgan has arranged for
the friendly co-operation of the American
and Japanese Shipping Companies in the
Pacific carrying trade, whereby future rate-
cutting will be avoided. The British
and German Companies are expected to
join. The French are doubtful.

The Last of the Shoguns.
The *Kobe Herald* of the 18th inst.
says:-Prince Tokugawa Keiki, 'the last
of the Shoguns,' who is now at Kyoto, paid
a visit to the Nijo palace on Wednesday.
It was at Nijo that he was proclaimed
Shogun, and he stayed there until the
conclusion of the fighting at Fushimi and
Toba which began the downfall of the
Shogunate. It is said that the Prince
betrayed much emotion on this his first
visit after the elapsing of thirty-six eventful
years. The Prince witnessed the Gion
festival yesterday morning, and paid a
visit to the Ankoku Temple in the after-
noon.

The Hankow-Canton Railway.
The recent telegraphic news that the
American-China Development Company had
told its interest in the Hankow-Canton
railroad to a Belgian Syndicate did not
impress us as worthy of credence, and we
(N.-C. Daily News) are glad to be confirmed
in that belief. The managing engineer,
with a full staff, has been in Shanghai for
several weeks, and we are informed that
the building of the road by the American
Company will begin at an early day.
Large quantities of material have already
arrived from America, and the concession
to the American Company was fully con-
firmed by an Edict issued on the 12th
instant. The proposed line will be the
longest and most important yet undertaken
in China, and as the Americans are most
skillful in the construction of railroads,
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TELEGRAMS.

**THE JAPANESE AND MARCUS
ISLAND.**
LONDON, July 23, 1902.
In consequence of the report that the
United States had granted a title to Marcus
Island to Captain Roushili, a Japanese
warship, carrying a diplomatic official,
proceeded to the island to reassess the
Japanese residents that the reported grant
was invalid, and that Japan had annexed
the island in 1898.

**AMERICA AND MARCUS
ISLAND.**
At Washington, it is considered impro-
bable that the United States will interfere
with Marcus Island if the Japanese are
working guano there as reported.

**THE ANTI-CLERICAL MEAS-
URES IN FRANCE.**
The agitation against the anti-clerical
measures of the Government continues
throughout France.

**INTERNATIONAL POSTAL
PACKAGES TO CHINA.**
Lord Cromborne states that the Govern-
ment will certainly insist upon equality of
treatment for British, French, and German
postal packages to China.

TARIFF REFORM IN CHINA.
The Peking correspondent of the *Times*
states that China has agreed to abolish *likin*
duties throughout the Empire in return for
an increase in the import and export duties.

THE KING'S MOVEMENTS.
King Edward to-day circumnavigated
the Isle of Wight in the Royal yacht, and
returned to Cowes.

CHOLERA IN EGYPT.
A serious outbreak of cholera has occur-
red at Cairo, and the British regiments
stationed there are going into camp on the
desert. A devastating cholera epidemic
in Egypt is predicted.

THE NEXT BUDGET.
LONDON, July 23, 1902.
Sir Michael Hicks-Beach, speaking at
the Mansion House, said that the next
Budget should bring a very considerable
remission of taxation, and that the first
tax to be considered would unquestionably
be the Income tax.

THE CHOLERA IN EGYPT.
There were 118 deaths from cholera in
Cairo on Thursday.

**THE DISGRACEFUL STATE OF
CONDUIT ROAD.**
We have been asked to publish the
following letter addressed to the Director
of Public Works by the residents on Con-
duit Road:-
Hon. W. Chatham, Director of Public
Works, Hongkong.

Sir,-We, the undersigned residents of
Conduit Road, desire to place on record
our emphatic protest against the disgrace-
ful and dangerous state in which the Con-
duit Road has been allowed to remain for
months past, and which during the past
week has become still more accentuated.
A few crooks and workmen have been
employed for six months past, and more,
and they have at last got the centre
section into something like decent
order; the Western end, however, is prac-
tically impassable, except at great risk to
life and limb, owing to the cutting of a
long deep trench for drain or other purpose,
and the Eastern end has now been ren-
dered absolutely impassable for ladies and
children, and positively dangerous for any
person, by the cutting of five or six
trenches, some two to three feet wide, which
intersect the Road at intervals of some
three to four yards, on the steep descent
commencing at the foot of the site for Sir
C. P. Chater's new house.

The only means of passing out by the
Western end of the Road is along a narrow
path with an unprotected embankment
most of the way on one side, and the trench
on the other; whilst at the Eastern end no
further provision for crossing the trench
has been made than by two short lengths of
bamboo nailed together and thrown
loosely over the gap, without any side
support or railing, whatever. To add
to the danger of this end of the road the
iron railing which formerly crossed the
road as a protection at the roadside has been re-
moved, and nothing but a rough bamboo
staging now lies between the information
pedestrian and a drop of some 30 to 40
feet, should he be so unlucky as to stumble
when attempting to pass along this section
of the road.

In addition to this, no lights whatever
are placed at night to mark the situation of
the dangers referred to.

In conclusion, we have only to add that a
serious accident was but narrowly averted
this morning, and that should any catastro-
phe occur, or loss be sustained by us,
owing to your neglect, we shall hold you
responsible.

</

THE GARRISON PARADE.

Indian Officer Decorated.

The thanks of all who had the pleasure of being present and witnessing it are due to His Excellency Major-General Sir W. J. Gaseigne, K.C.M.G., for ordering a full parade of the troops of the Garrison on the Cricket Ground on Saturday. It was a spectacle which will be long remembered, and although only some two-thirds of the troops in Hongkong could take part owing to the smallness of the ground, the picture as they filed in and took up their allotted positions, with the massed bands in the centre under Bandmaster Mr. R.W.E., was an inspiring one. The various movements were eagerly followed by several thousands of people who lined the enclosure or occupied seats near the saluting base, and the smart appearance of the men of the different regiments, together with the precision of their marching, was the subject of general admiration.

The parade was ordered so that His Excellency might have a public opportunity of presenting the Order of British India to Subadar Jan Muhammad, one of the native officers of the Hongkong Regiment, who had recently distinguished himself during the operations in North China, in the suppression of piracy and brigandage. The order is similar to the Victoria Cross and is as much coveted by the Indian troops, bearing as it does the title of "Bahadur" (brave) and carrying with it the handsome pension of 20 rupees per month. It is of gold, in the form of a star, with a blue enamel centre bearing a crown and the Royal monogram. The words "Order of British India" stand round the enamel.

The corps represented were the Royal Garrison Artillery, Hongkong; Singapore Battalion Royal Artillery; Royal Engineers; and Royal Welch Fusiliers, Hongkong; 10th Bombay Light Infantry, and 22nd Bombay Infantry, all under command of Colonel R. E. Johnson, C.M.G., of the Royal Artillery. The massed bands took up position at 5.20 and played selections from the national anthems, through the Murray Barracks and City Hall entrances, of the different regiments. This was all accomplished with a marked order, and, on His Excellency entering the field, shortly after six o'clock, accompanied by Sir A. D.C. (Captain the Hon. H. W. Trevelyan), the flag was hoisted at the saluting base, where were seated the Hongkong Home party, the members of the Executive and Legislative Councils, the members of the Hongkong Club and many ladies, and the troops shouldered arms. The staff officers then fell in rear of His Excellency, after which the troops stood at attention. Accompanied by Major Berger, Commanding the Hongkong Regiment, Subadar Jan Muhammad, every inch a soldier, stepped forward briskly and saluted His Excellency, after which the principal ceremony of the afternoon was performed.

His Excellency said: Subadar Jan Muhammad, I am very glad indeed to be the one to present you with this decoration, and it is with a very high feeling of pleasure that I do so, for I recognise that the decoration is not only an honour to which you are entitled, but a reward to which you are entitled. I know I am only voicing the sentiment of the whole community of Hongkong when I say that the whole community regret that their connection with the Hongkong Regiment is likely soon to terminate. Hongkong is proud of its regiment, the regiment which bears its name and which was raised for service in this Colony. The regiment has done good service in the North China, and has been a great help to the Government in the suppression of piracy and brigandage. I give it to you with the greatest pleasure, and wish you many years of health and prosperity to you.

Polite English.

In Macmillan's Magazine a writer discusses (says the Globe) what he refers to as all unpolite language, and alludes to such familiar instances of bad English as the split-infinitive, 'and which', and the more frequent 'averse to'. These errors are, unfortunately, like the poor, always with us, and even the nicest writers occasionally fall into them. There are sentences in which to write 'averse from' seems as pedantic as it is harsh in sound, and on the ground of euphony even the writer in Macmillan is inclined to defend the less correct and more common proposition. It is like the expression 'difficult to', which is so familiar in conversation that one almost starts to hear a man or woman employ the correct form, 'difficult from.' But these liberties which we take with English are as nothing in comparison with the licence taken by the Americans. In a recently published American novel, such sentences occur as 'She swung about heartily back to him'; 'his eyes were wanted to the darkness'; and 'her voice grew breathy with terror'. Before these horrible examples we are speechless. What can be said of such creations as 'pantingly', 'whitely', and 'beauty'? American authors appear to be wholly without reverence for the dignity of English; they have long taken to spelling words in a horrible and ludicrous fashion, and not they are creating adverbs and adjectives which are enough to make Dr. Johnson turn in his grave.

THE CHINA COAST.

By 'The Master of a Tramp Coaster.'

The following letter appears in the N.C. Daily News:-

I venture to address you asking your aid in stirring up public opinion on a most important matter concerning nearly the whole foreign population of Shanghai, and North China in general. As the prosperity of all these places depends almost entirely on shipping, those who may not be connected directly or indirectly with the transport of merchandise will probably take an interest in what I am about to say, in that at some future time they may find themselves in a similar uncomfortable, or perhaps more serious, predicament than the passengers who travelled in the ill-fated *Sabana*. The subject I wish brought into prominence is this:

I hear that the Imperial Maritime Customs have nearly definitely decided to give up the idea of erecting a light-house on Tung Yung Island. The reason, I believe, is purely one of expenses, as engineering difficulties now-a-days simply resolve themselves into a matter of dollars, the word impossible not being in the modern engineer's dictionary.

It would be hard to find any other reason than that of cost for giving up the placing of such a very desirable safeguard to navigation. Taking in the island as one passes close to on either side, the difficulties of erecting a light-house do not appear great; but allowing that on closer inspection and a survey of the site it appears the work is not so easy as first imagined, early the Chinese Customs is in possession of a sufficiently competent staff to overcome these obstacles. If not, a great injustice is presumably being done to the foreign community in China, which is taxed for the up-keep of the lights and their being tended in an efficient manner. I cannot but think that this case is purely one of parsimony, yet if the Customs authorities can find only one way to survey the island, and a new naval harbour for the registered Chinese fleet, why cannot some of this skill and treasure be used in the erection of a safeguard to navigation and in the surveying of the various unexplored portions of the coast?

I would point out here that Tung Yung Island is entirely wrongly charted on the British Admiralty charts. The configuration of the land is totally incorrect, the island in reality being about twice as long in an east and west direction as it is in a north and south line. The height given, namely 655 feet, is between 300 and 400 feet too much. It must occur to one that the naval people go about their work in a different way from the land surveyors, and are willing to give up their own preconceptions to the world in general, when such glaring errors are found printed year after year without alteration on official British Admiralty charts.

To one accustomed to naval publications that are not only a credit to the service, but a credit to the service, it is not surprising to find that the Customs authorities are so stupidly vain as to make them aware of their responsibilities, and it would be to the benefit of the community in general and the shipping firms in particular if something were done to lead the Customs to this. The latter fact is shown here and on numerous other occasions it would be hard to tell. Glance across at Japan and note the efficient manner in which her coast is surveyed and lighted, then compare the Japanese-controlled harbour and lighting authorities with the Foreign Board of China. Could there be greater contrast?

It is astonishing what the Customs have done in the matter of lights and beacons on the Yangtze River, since German steamships have been placed to regularly run there. Let us hope the German authorities will draw the attention of the Customs authorities to the wants of the coast as well as the rivers, and then possibly we shall see more than one light-house built.

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STEAMER WRECKED.

The agents of the East Asiatic Trading Co. write to us as follows under this date:-

We beg to inform you that we are in receipt of a wire from Lloyd's agent at Lahaur, dated 27th inst., reading as follows:-

'S.S. *Abdullah* is a total wreck; Captain arrived here this afternoon.'

[The *Abdullah* is a German steamer, about 900 tons net, belonging to the Slesvig Steamship Co. She was commanded by Captain Hagemann, and was on a voyage, in ballast, from Manila to Bangkok via Lahaur.]

TYPHOON WARNING.

The following notice is issued by the Hongkong Observatory:-

On the 27th at 5 p.m. Black Drum hoisted. At 9.10 p.m. Typhoon South-east of Hongkong, probably moving West-north-west. Strong N.E. gale expected. Gun fired.

On the 28th at 10.50 a.m. Typhoon East-south-east of Hongkong, probably moving North North-west and likely to enter the coast between Hongkong and Swatow. The gale will probably be from North-west and South-west.

Barometer nearly half an inch below normal and still falling in Hongkong; rising in Formosa and over the Philippines.

REVIEWS.

THE CORONATION NONSENSE BOOK. By the Poet and Painter of 'Clara in Blunderland.' London: William Heinemann, 1902. 1/-.

This smart little book will be a source of innocent amusement to all the most confirmed misanthropes. The 'Limericks' which constitute the poetry and the bold lines which constitute the pictures are humorous without being offensive. The second picture shows Lord Salisbury handing over 'the whole bag-o-tricks'—office, to wit—to his 'nephew.' Like 'Clara in Blunderland,' the Nonsense Book is topical, and, as the girl says in 'Patience,' 'Oh, such precious nonsense.' We believe we are not giving any secret away when we state that the initials under which the artist vaile his identity is Mr. Stafford Ransome, author of 'Japan in Transition,' and well-known in the Far East as a journalist and *Littérateur*.

BREACHELY: BLACK SIEGE. By Louis Becke's Urrin's Colonial Library. London: T. Fisher Unwin.

This is Louis Becke at his worst. The book will sell because it comes from the pen of this well-known and generally readable writer; but the story of William Broadley has neither art nor interest to recommend it, and it will not enhance Becke's reputation. To some the tale may have a reputation of interest, however, but his readers will be found more often in the 'tale than in the saloon. The hero leads from a small port in eastern Australia. He has spell of timber-hunting; visits Sydney, where he is nearly killed by an overboard character, who turns up at various stages of the story; ships before the mast on a sailing vessel and lands in the vilest society at San Francisco, whence after some exciting adventures of the 'Young Men of Great Britain' type, he ships for the South Sea Islands. Here Becke is on familiar ground, and this is the best part of a disappointing book.

THE EPISTLES OF ATKINS. By James Milne. Urrin's Colonial Library. London: T. Fisher Unwin.

This interesting volume is dedicated to Major-General Sir Hector Macdonald, K.C.B., D.S.O., of whom a campaign portrait by Mortimer Menpes is given as a frontispiece. Here and there, the author may descend to bathos, but on the whole, he gives a realistic picture of the British soldier in action, as learned, chiefly, from his letters from the front, but it is evident that the author has been the spectator of some of the incidents he describes. Picturesquely, in few words, he describes a corner of a battle, giving life and colour and movement. Only those who have seen a fight over an extended area can realise how difficult it is to convey a correct idea of the scene to a reader. This Mr. Milne, with the aid of Atkins, is able to do, and nothing can be more realistic than those photographic glimpses from the ranks. They are not without humour, too, as the following passage shows:—A commentator pitifully observes, 'It was enough to make a "bus horse" laugh.' The 'bus horse, converted into a charger, carries the alphabet of our London street traffic to the front. We are hidden rejoices over the animal 'in our regiment' which will stop if you shout 'Officer up!' He is less gifted, however, than the best which this highness the march to Bismarck: 'We were talking about the different funds for widows and orphans, and somebody behind asked which was the best. My clam called out, "Mansion House," whereupon my horse stopped dead, and would not move till there arose the cry, "Higher up, please." Then he went on slowly, all of which showed as he was one of the old London "bus-horses."

The book may not be a great one, but it is at least along fresh lines.

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Some of the reported submerged rocks on the coast having been searched for unsuccessfully, it is believed they do not exist. Has any notice been given to this effect? Lighters have been sunk in the various fairways and channels of the coast harbours and bays, and up to now, after being down for months, without the Customs notifying anyone about the matter, or if a warning has been issued, it has only been done at the particular port where the obstruction or consequent removal has occurred. These notices arriving on board after the vessels have entered the harbour are nearly always useless, as the master in most cases has been had visible appreciation of the matter.

Yours faithfully,
SANDROTTI TANCIVILLE
CHAMBERLAIN,
A. Museum Marston, Great Russell Street, London, W.C.

Wholesale from A. S. Watson & Co., Ltd., Hongkong.

On the day after the above letter appeared, 'R.N.' wrote:-

Sir—Will you allow me a few words in reply to a letter on above subject in your paper of today?

'The Master of a Tramp Coaster' states that Tung Yung is 350 or 400 feet less than that shown.

I am aware that the only things absolutely necessary to navigate a ship round the China Coast are a good compass, a clock and a leadline—besides a good crew of course. I am sure that the Customs authorities are not so stupid as to make them aware of their responsibilities, and it would be to the benefit of the community in general and the shipping firms in particular if something were done to lead the Customs to this. The latter fact is shown here and on numerous other occasions it would be hard to tell. Glance across at Japan and note the efficient manner in which her coast is surveyed and lighted, then compare the Japanese-controlled harbour and lighting authorities with the Foreign Board of China. Could there be greater contrast?

It is astonishing what the Customs have done in the matter of lights and beacons on the Yangtze River, since German steamships have been placed to regularly run there. Let us hope the German authorities will draw the attention of the Customs authorities to the wants of the coast as well as the rivers, and then possibly we shall see more than one light-house built.

Having finished with what I wished particularly to bring forward, before closing this letter, if you will permit me, I would also like to point out the meagre manner in which the Chinese Customs house, or rather do not issue notices to mariners.

To explain what is meant I will relate a personal experience.

About four or five months ago, leaving the port of Amoy in the afternoon bound to Swatow, we passed down through the Samsui Strait early next morning, and on approaching the bar a careful look out was kept for the Door Rock buoy. Taking cross bearings when off its position, and not seeing it, a rumour was started in the ship's log-book and a report made out for the Customs in Swatow. Upon arrival at the wharf, however, the first notice received was an intimation that 'the Door Rock' whistling buoy had broken adrift. Such information of course was quite superfluous, it would have been of great benefit, though, had we had the knowledge before leaving Amoy, and the weather proved at all thick off the entrance to Swatow. The Customs, I presume, are aware that there is an electric tele

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GERMANY, LIVERPOOL, GLASGOW, TRINIDAD, GERMANY, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Silesia* Capt. BAHLE, 30th July, 1902 Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Amelia* Capt. EHLERS, 14th August, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *C. Fred. Lohse* Capt. FRIEDRICH, 28th August, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

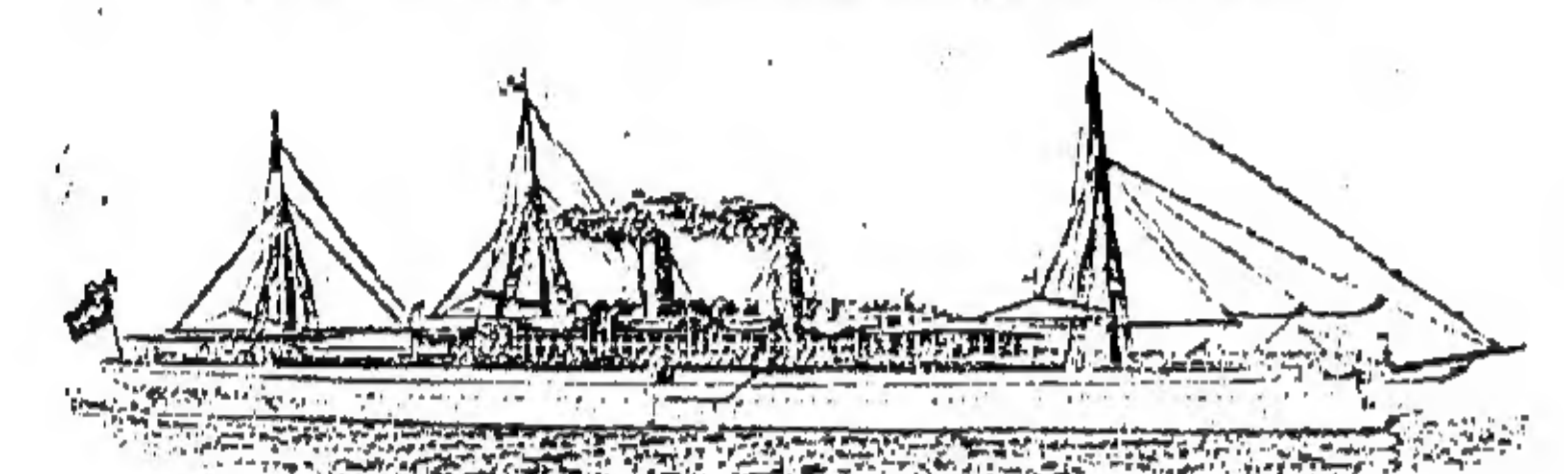
S.S. *Königsberg* Capt. MAYER, 10th September, 1902 Freight and passengers.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.
VIA CANADA AND THE UNITED STATES.
(Callings: SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Sailing 3 to 7 Days across the Pacific.

Proposed Sailings from Hongkong.

(Subject to Alteration.)

R.M.S. *EMPEROR OF CHINA*, Comdr. R. ARTHUR, R.N.R. WEDNESDAY, Aug. 6.R.M.S. *EMPEROR OF INDIA*, Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, Aug. 27.R.M.S. *TARTAR*, Comdr. E. BETHAM, R.N.R. WEDNESDAY, Sept. 10.R.M.S. *EMPEROR OF JAPAN*, Comdr. H. PYLES, R.N.R. WEDNESDAY, Sept. 24.R.M.S. *ATHLETIC*, Comdr. H. MOWAT, WEDNESDAY, Oct. 8.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous

ENLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO

VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in

the Trans-Pacific journey, and make connection at Vancouver with the

PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,

which leave daily, and cross the Continent FROM THE PACIFIC TO THE

ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal,

Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which

passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD.

Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Members in the Service

of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL

STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS

TRANS-CONTINENTAL TRAINS (the Company having received the highest award

for some recent changes), World Exhibitions and the diversity of MAGNIFICENT

MOUNTAINS AND LAKE SCENERY through which the Railway passes, and the

THE DINING CARS AND MOUNTAIN HOTELS of the route are owned and

operated by the Company, and their appointments and cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships "ATHLETIC" and "TARTAR" have now been

placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as

additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the

"ATHLETIC" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific,

and also Stevedores. The "TARTAR" takes First Class and Stevedore Passengers only.

The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage,

apply to

Hongkong, July 28, 1902.

D. E. BROWN, General Agent,

Prinsep Street.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND

SEA OF JAPAN, MOI, KOBE AND YOKOHAMA; FOR

PORTLAND, OREGON.

OPERATING IN

CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. HONGKONG.

INDRAPURA 4,898 A. E. Hollingsworth August 14, 1902

INDRASAMBA 4,898 Alfred Horsfall September 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian

and United States Ports. For through rates of Freight and further information,

communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 29th July, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

TOSU MARU, H. CHRISTIANSEN, VICTORIA, B.C., and SEATTLE, TUESDAY, 26th

HAKATA MARU, F. L. SOMMER, U.S.A. via SHANGHAI, MOI, JULY, at 4 p.m.

YAMATA MARU, A. B. MOSE, KOBE and YOKOHAMA, FRIDAY, 1st

BINGO MARU, F. DAVIES, SYDNEY and MELBOURNE, August, Daylight.

KAGA MARU, J. W. ESTERMAN, via THURSDAY ISLAND, SATURDAY, 2nd

AIDA MARU, S. THORNTON, MARSEILLES, LONDON, and August, at Noon.

MIKE MARU, N. YAGI, ANTWERP, via SINGAPORE, PEN- SATURDAY, 9th

KAGOSHIMA MARU, K. K. I., ANGO, COLOMBO and Port Said, Aug. at Daylight.

TAMBA MARU, J. W. WALK, VICTORIA, B.C., and SEATTLE, MONDAY, 11th

AIDA MARU, S. THORNTON, U.S.A. via SHANGHAI, MOI, Aug. at 4 p.m.

MIKE MARU, N. YAGI, KOBE and YOKOHAMA, FRIDAY, 15th

KAGOSHIMA MARU, K. K. I., SINGAPORE, COLOMBO and Aug. at Daylight.

TAMBA MARU, J. W. WALK, MOI, KOBE AND SATURDAY, 16th

AIDA MARU, S. THORNTON, MARSEILLES, LONDON and Aug. at Noon.

MIKE MARU, N. YAGI, ANTWERP, via SINGAPORE, PEN- SATURDAY, 23rd

KAGOSHIMA MARU, K. K. I., ANGO, COLOMBO and Port Said, Aug. Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in

the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-

WAY AND ATLANTIC STEAMERS.

For further information as to Freight, Passengers, Etc., apply to the Com-

pany's local Branch Office at Prince's Buildings, 1st Floor, Charter Road.

Hongkong, July 28, 1902.

A. S. Mihara, Manager.

Shipping.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	TO
GLASGOW AND LIVERPOOL	ANTHONY	3rd August.
GLASGOW AND LIVERPOOL	DARDANUS	21st August.
GLASGOW AND LIVERPOOL	PROMETHEUS	14th August.
GLASGOW AND LIVERPOOL	PIRIBUS	20th August.
GLASGOW AND LIVERPOOL	DARDANUS	28th August.
GLASGOW AND LIVERPOOL	ANTHONY	3rd September.

FOR	STEAMERS	TO
LONDON AND ANTWERP	ANTHONY	7th August.
LONDON AND ANTWERP	TELEMACHUS	19th August.
LONDON AND ANTWERP	ANTHONY	2nd September.
LONDON AND ANTWERP	DARDANUS	16th September.
LIVERPOOL DIRECT	PIRIBUS	20th September.

(Taking Cargo at London Rates.)

Hongkong, July 28, 1902. For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

CHINA NAVIGATION CO., LD.

FOR SHANGHAI, STEAMERS, TO SAIL.

SWATOW AND TIENTSIN, NAGASAKI, 29th July.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, 29th July.

TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE, 29th July.

ADELAIDE, NAGASAKI AND KOBE, 31st July.

CEBU AND LOILO, 1st August.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

Taking Cargo on this bill of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, July 28, 1902.

CHINA NAVIGATION CO., LD.

Hongkong to Sydney and Melbourne, via usual.

Australian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at Specially Reduced Rates, particulars of which can be obtained on application to the Underagent.

NEXT SAILINGS.

"TAIYUAN" ... leaves on 29th July.

"TSINAN" ... " 33rd August.

"CHANGSHA" ... " 2nd September.

"CHINGTU" ... " 28th "

Superior accommodation amidships—Electric Light throughout—Fitted with Refrigerators, which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

1525

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID

MALE, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND AT SOUTHAMPTON TO LAND

PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

KIATSCHOU ... THURSDAY, 7th August.

BAYERN ... THURSDAY, 21st August.

KONG ALBERT ... THURSDAY, 14th September.

PRINZESS IRON ... THURSDAY, 18th September.

PRINZ REGENT LUITPOLD ... WEDNESDAY, 1st October.

PREUSSEN ... WEDNESDAY, 15th October.

HAMBURG ... WEDNESDAY, 29th October.

SACHSEN ... WEDNESDAY, 12th November.

KATLSCHUE ... WEDNESDAY, 26th November.

Steamers of the Hamburg-Amerika Linie.

On THURSDAY, the 7th day of August, 1902, at Noon, the Steamship

KIATSCHOU, of the HAMBURG-AMERIKA LINIE, Captain P. LUNDSCHLO, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above,

Calling at NAGASAKI and KOBE.

Shipping Orders will be granted till Noon, on THURSDAY, the 6th August, Cargo

and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 6th August, and

Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 6th Aug.

Contents of Packages are required. No Parcel Receipts will be signed for less than

25 lb. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardsess.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

1947

NORTHERN PACIFIC STEAMSHIP CO.

Proposed Sailings from Hongkong.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captain. Proposed Sailing.

Drake of Elton 3821 J. S. Cox Aug. 2, 1902

Victoria 352 J. Panton Aug. 9, 1902

Tacoma 2811 A. Dixon Aug. 23, 1902

Glenn 3759 G. E. Warner Sept. 20, 1902

THE attention of passengers is directed to the very cheap rates offered by this Line

to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the

UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £22.

Excellent accommodation. First class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL

LINES.

HONGKONG TO NEW YORK, £23.

The Railroad travelling is second to none on the American Continent; two trans-

continental trains daily from Tacoma. Direct Car is attached to transcontinental trains

day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky

and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £25.

The best route to the KODAK GOLD FIELDS. Frequent sailings from Victoria,

Tacoma to DYNA and St. MICHAEL.

Rates of Passage for other Ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, July 24, 1902.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

named—

FOR STEAMSHIP CAPTAIN DATE.

SINGAPORE AND BOMBAY, P. D. PALMER, About 30th July.

SHANGHAI, C. L. DANIEL, About 1st August.

LONDON, &c., A. G. CURRY, B.N.R., Noon, 2nd Aug.

LONDON, &c., A. S. BRADSHAW, Noon, 5th Aug.

* See Special Advertisement.

For Freight only.

For Freight or passage, and further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 26, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For STEAMER LEAVING

FOOCHOW, VIA SWATOW, ANPING MARU, WEDNESDAY, 30th

TAMSU, VIA SWATOW, G. SAKANO, JULY, 31st

ANPING, VIA SWATOW, DAINI MARU, SUNDAY, 2nd

TAMSU, VIA SWATOW, MAIZURU MARU, WEDNESDAY, 6th

ANPING, VIA SWATOW, T. SAITO, AUGUST, 1st

TAMSU, VIA SWATOW, DAIGI MARU, SUNDAY, 10th

ANPING, VIA SWATOW, T. KITANO, AUGUST, 11th

The Co.'s new Steamers are specially designed for the coast trade of South

China and Formosa, and are fitted with all modern improvements. Excellent accom-

modation is provided for 1st class passengers, and a fully qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection

by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pier at the Customs' water-front premises

at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information apply to

The MITSUI BUSSAN KAISHA.

AGENTS.

Hongkong, July 28, 1902.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship

TIROL, Captain BREITFELD, will be despatched as above on TUESDAY, the 26th inst. p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 21, 1901.

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship BENEFLEUCH, Captain THOMSON, will be despatched as above on or about 31st July.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 9, 1902.

TOYO KISEN

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER CANTON.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns Company's Godowns at Kowloon where each Consignment will be noted on Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optimal Goods will be landed here unless instructions are given to the contrary before 10 a.m. today.

Goods not cleared by the 31st July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godowns Company who will survey goods at 11 a.m. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWITT, Superintendent.

Hongkong, July 25, 1902. 1550

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship **ALVERN**, OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharves and Godowns Company, Ltd., Kowloon, whence delivery may be obtained.

Optimal cargo will be forwarded unless notice to the contrary be given before 10 a.m. today.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 20th July will be subject to rent.

All taken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesday, the 26th and Thursday, the 28th July, at 4 p.m.

All Claims must reach us before the 5th August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, July 25, 1902. 1534

HAIBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. **RICHMOND CASTLE**, FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharves and Godowns Company, Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Inst., or they will not be recognised.

All taken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Inst., at 4 p.m.

Consignees of Cargo will please take notice that before delivery can be obtained they must sign the Avenue Road, which is the office of the Undersigned, and pay a deposit of 2 per cent. on the net value of their cargo for retention to General Average.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, July 24, 1902. 1515

MOUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP **AFRIDI**, FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharves and Godowns Company, Ltd., Kowloon, whence delivery may be obtained.

Optimal Cargo will be forwarded unless notice to the contrary be given before Noon, today.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All taken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, July 25, 1902. 1549

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AS THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

\$14 per Annum (including Postage) - GIVE MAIL OFFICE.

14 Des Voeux Road, Central.

INSURANCES.

Strangest in the World.

TOO MUCH

LIFE

ASSURANCE?

THE EQUITABLE LIFE ASSURANCE SOCIETY.

F. KIENE, Manager, Hongkong.

SCOTTISH UNION AND NATIONAL INSURANCE COMPANY, EDINBURGH AND LONDON.

Established 1824.

Capital, £5,000,000.

Invested Funds, £1,000,000.

Annual Income, £1,000,000.

Fire Insurance effected at current rates.

Terms and particulars may be had on application to

SANDER, WELER & Co., Agents in Hongkong.

Hongkong, July 16, 1902. 1484

UNION ASSURANCE SOCIETY.

(Incorporated in the City of London A.D. 1714).

Capital Fully Subscribed, £450,000.

Capital Paid Up, £150,000.

Total Invested Funds Exceed £3,450,000.

Total Annual Income, £1,100,000.

THE Undersigned, having been appointed

Agents of the above Society in Hongkong, are prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING & Co., Agents.

Hongkong, July 16, 1902. 1484

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Total Funds at 31st December, 1901, £15,722,693.

Authorized Capital, £25,000,000 0 0

Subscribed Capital, £2,750,000 0 0

Paid-up Capital, £2,687,500 0 0

Reserve Fund, £2,687,500 0 0

Fire Funds, £2,687,500 0 0

HAVING been appointed Agents of the

above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, July 2, 1902. 1537

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned having been appointed

AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HOTZ, SJACOB & Co., Agents.

Hongkong, March 31, 1900. 738

TO TOURISTS AND TRAVELLERS.

THE STANDARD LIFE ASSURANCE COMPANY

grants policies to Travellers for three or six months, WITHOUT MEDICAL EXAMINATION.

For particulars of Scheme, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, April 8, 1901. 6-33

H. F. CARMICHAEL

CONSULTING ENGINEER

SURVEYOR AND CONTRACTOR,

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL, HONGKONG."

A B Code, 1th Edition.

Lieb's Standard Code.

TELEPHONE: 232.

Hongkong, July 2, 1901. 1379

廣英祥公司

QUONG YING CHONG, CO.

BUILDING CONTRACTORS,

No. 245 Des Voeux Road, Hongkong.

Please give us a Call.

Hongkong, April 16, 1902. 85

MINERAL

ASSAYS & ANALYSES.

THE YANGLIE VALLEY COMPANY, LTD.,

having its own well-equipped Laboratory, is prepared, in order to assist in the

Mineral Development of China, to do Assay work of all descriptions. Quantitative

Analyses, and to classify minerals for Mine owners and others.

Mines as well as Minerals of Economic value purchased and consultations arranged by appointment.

Terms moderate.

Address:—THE LABORATORY,

40, Seachuen Road, Cable Address, "YANG LIES," Shanghai.

3th October, 1901. 1726

ESTABLISHED 1872

HOP FUNG, 合

SHIP CHANDLER, & Co.

Nos. 30 & 32 Wing On St. Central.

DEALER IN ALL KINDS OF NEW IRON, METAL & STEEL for

ENGINEERING WORK.

STEEL-BOILER-PLATES

COPPER PIPES, GAS TUBING,

ANCHORS & CHAINS.

STEEL TEES AND JOISTS.

Hongkong, January 4, 1902. 25

A. G. GORDON,

M.L.A., M.E. M.E. F.,

MEMBER INSTITUTION OF ENGINEERS AND SURVEYORS IN SCOTLAND,

CONSULTING MARINE ENGINEER,

AND NAVAL ARCHITECT.

Damage, Collision and Wreck Surveyor.

14 Des Voeux Road, Central.

Telegrams: "PENDING." 2244

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000

SUBSCRIBED CAPITAL, £1,250,000

PAID-UP CAPITAL, £625,000

RESERVE FUND, £625,000

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily Balance.

On Fixed Deposits:—

For 12 Months, 4 1/2 %

" 6 " 4 %

" 3 " 3 1/2 %

EVAN ORMISTON, Acting Manager.

Hongkong, April 1, 1902. 234

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £10,000,000

RESERVE FUND, £10,000,000

Sterling Reserve, £10,000,000

Silver Reserve, £2,500,000

REVENUE LIABILITY OF SHAREHOLDERS, £14,250,000

PROPRIETORS, £14,250,000

COURT OF DIRECTORS:—

Hon. H. SHAW, Chairman.

A. HENDER, Esq., Deputy Chairman.

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E. Goetz, Esq., H. Schuyler, Esq.,

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D. Meyer, Esq., H. W. Shide, Esq.,

D. Meyer, Esq., H. W. Shide, Esq.,

CHIEF MANAGER:—

Hongkong, J. R. M. SMITH, Manager.

Shanghai, J. R. M. SMITH, Manager.

LONDON BANKERS:—

LONDON, J. R. M. SMITH, Manager.

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LONDON, J. R. M. SMITH, Manager.

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP, £500,000

RESERVE LIABILITY OF SHAREHOLDERS, £500,000

RESERVE FUND, £500,000

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 1/2 %

" 6 " 4 %

" 3 " 3 1/2 %

T. P. COCHRANE, Acting Manager.

Hongkong, June 2, 1902. 846

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, 5,000,000.

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: CALCUTTA, HANKOW, TIENTSIN, SHANGHAI (KIAUSCHOW).

LONDON BANKERS: Messrs. N. M. Rothschild & Sons.

Union Bank of London, Ltd., Deutsche Bank (Berlin), London Agency.

Direction der Deutsche Gesellschaft.

Interest allowed on Current Accounts.

Deposits received on terms which may be found on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLENDER, Manager.

Hongkong, April 15, 1902. 206

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK) Established 1864.

PAID-UP CAPITAL, U.S. \$2,000,000 Gold

UNDIVIDED PROFITS, 4,758,600 Gold

U.S. \$6,758,600 Gold.

HEAD OFFICE—NEW YORK.

LONDON OFFICE: 33 & 35 Lombard Street E.C.

F. C. BISHOP, Manager Eastern Dept.

LONDON BANKERS: PARRE BANK, LIMITED.

HONGKONG OFFICE: 4, DES VOEUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED.

On Current Accounts at 2 1/2 per annum.

On Fixed Deposits for 3 months, 3 1/2 per annum.

" 6 " 4 " 12 " 4 1/2 %

N. G. EVANS, Acting Manager.

Hongkong, July 1, 1902. 1364

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for reading

Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New

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Mr. D. W. Andrew Mr. W. D. Latimer
Mr. W. S. Bailey Mr. J. L. Lee
Mr. C. W. Barlow Mr. J. MacLean
Mr. B. J. Barlow Mr. R. J. Macgregor
Mr. A. H. Baughman Mr. E. Manogue
Mr. J. T. Bell Mr. W. T. Maylow
Mr. J. W. Bennett Mr. C. H. Mohr & Co.
Dr. Baugher Mrs. R. M. Mignam
Mr. Black Mrs. M. Miller
Mr. & Mrs. R. L. Grogan Mr. & Mrs. Milton
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Dr. Bower Mr. and Mrs. E. O.
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Brownlow Mr. and Mrs. O. Norton
Major Buttenschaw Mrs. Osborne
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Mr. C. Glover Mr. R. E. Stacey
Mr. H. E. Goldsmith Mr. and Mrs. S. S.
Mr. D. Graham Mr. and Mrs. J. D.
Mr. A. W. Grant Stephens
Mr. J. Grant Mr. T. Sealy
Mr. G. H. Hart Mr. O. T. Thelwell
Mr. A. H. Hayer Mr. L. J. Thomas
Mr. F. R. Higgins Dr. J. C. Thomson
Mr. W. H. Hills Mr. W. B. Walker
Mr. A. Hollingsworth Mr. and Mrs. W. Warren
Mr. T. Howard Mr. G. A. Watkins
Mr. & Mrs. N. H. Huke Mr. and Mrs. L. E. F.
Dr. W. Hunter Weaver & Family
Mr. D. J. Dale Mr. W. J. G. Whitley
Mr. R. Johnson Mr. A. J. Whitton
Mr. and Mrs. Joseph Mr. A. J. Williams
Mr. A. Katsch Mr. and Mrs. C. E.
Mr. F. J. Kelly Mr. and Mrs. C. E.

SHIPPING.

ARRIVALS.

July 26.
Hongkong Mail, Japanese str., 3,437.
W. E. Filmer, San Francisco June 28, via
Honolulu, July 5, Yokohama 18, Kobe 20,
Nagasaki 21, and Shanghai 22, Mails and
General.—Toto Kisen Kaisha.

July 27.
Catherine, American str., 1,730.
S. H. Calcutta, July 10, and Singapore 19, and
pore 21, General.—DAVIS, SASSON, & CO.
Amoy, French steamer, 2,238, Solier,
Shanghai July 25, Mails and General.—
Messageries Maritimes.

July 28.
Chongking, British str., from Canton.
Lobang, British str., from Canton.
Chingun, Chinese str., from Canton.
Tromph, German str., from Canton.

July 29.
Sullery, German str., 782, J. Jessen,
Canton July 21, General.—SILVERMAN & CO.

DEPARTURES.

July 27.
Canton, for Shanghai.
Hongkong, for Shanghai.
Hongkong, for Shanghai.
Hongkong, for Shanghai.
Hongkong, for Shanghai.

July 28.
Canton, for Hongkong.
Canton, for Hongkong.
Canton, for Hongkong.
Canton, for Hongkong.
Canton, for Hongkong.

CLEARED.

July 28.
Sullery, for Canton.
Sullery, for Canton.
Sullery, for Canton.
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PASSENGERS.

ARRIVED.
July 28.
Sullery, for Canton.
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July 29.
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July 30.
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July 31.
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August 1.
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August 4.
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August 5.
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August 6.
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August 7.
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August 8.
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August 9.
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August 10.
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August 11.
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August 12.
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August 13.
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August 14.
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August 15.
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August 16.
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August 17.
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August 18.
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August 19.
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August 20.
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August 21.
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Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Shipping
midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Office.
4. From Harbour Office to the Market.
5. From the Market to Pedlar's Wharf.
6. From Pedlar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharf.
11. From Kowloon Wharf to the Naval Yard.

Section.
12. From Naval Yard to Blue Buildings.
13. From Blue Buildings to East Point.
14. From East Point to North Point.
15. From North Point to Kowloon Wharf.
16. From Kowloon Wharf to the Naval Yard.

Section.
17. From Naval Yard to Blue Buildings.
18. From Blue Buildings to East Point.
19. From East Point to North Point.
20. From North Point to Kowloon Wharf.
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Section.
22. From Naval Yard to Blue Buildings.
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Section.
27. From Naval Yard to Blue Buildings.
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29. From East Point to North Point.
30. From North Point to Kowloon Wharf.
31. From Kowloon Wharf to the Naval Yard.

Section.
32. From Naval Yard to Blue Buildings.
33. From Blue Buildings to East Point.
34. From East Point to North Point.
35. From North Point to Kowloon Wharf.
36. From Kowloon Wharf to the Naval Yard.

Section.
37. From Naval Yard to Blue Buildings.
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Section.
42. From Naval Yard to Blue Buildings.
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Section.
47. From Naval Yard to Blue Buildings.
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Section.
152. From Naval Yard to Blue Buildings.
153. From Blue Buildings to East Point.
154. From East Point to North Point.
155. From North Point to Kowloon Wharf.
156. From Kowloon Wharf to the Naval Yard.

Vessels Advertised as Loading.

Destination. Vessels. Agents. Date of Loading.

Australian Ports. Talyuan (s). Butterfield & Swire. July 29.
Bremen, &c. Malacca (s). Butterfield & Swire. August 7, at noon.
Cebu and Hilo. Kaitum (s). Butterfield & Swire. August 7.

Havre and Hamburg. Silesia (s). Butterfield & Swire. August 7.
Havre and Hamburg. O. Pond (s). Butterfield & Swire. August 12.
Havre and Hamburg. Ambric (s). Butterfield & Swire. August 12.

Havre and Hamburg. Kongberg (s). Butterfield & Swire. August 12.
Kobe and Yokohama. Takaishi (s). Nippon Yusen Kaisha. August 1, Daylight.
Kobe and Yokohama. Awa Maru (s). Nippon Yusen Kaisha. August 1, Daylight.

Liverpool. Pyrrhus (s). Butterfield & Swire. August 20.
London. Ulysses (s). Butterfield & Swire. August 7.
London. Antenor (s). Butterfield & Swire. August 7.

London and Antwerp. Talamachus (s). Butterfield & Swire. August 19.
London, &c. Valenta (s). P. & O. S. N. Co. August 2, at noon.
London v. Suez Canal. Benlawers (s). Gibb, Livingston & Co. August 7, at noon.

Manila. Diamant (s). Shaw, Jones & Co. August 7, at 4 p.m.
Manila. Diamant (s). Shaw, Jones & Co. August 7, at 4 p.m.
Manila. Diamant (s). Shaw, Jones & Co. August 7, at 4 p.m.

Manila. Diamant (s). Shaw, Jones & Co. August 7, at 4 p.m.
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Manila. Diamant (s). Shaw, Jones & Co. August 7, at 4 p.m.
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SHARE LIST.—QUOTATIONS.

July 29, 1902.

Stocks. No. of Shares. Value. Price. Quantity.

Hongkong and Shanghai Bank Corp. 80,000 \$ 125 all 1 London, £83
National Bank of China, Limited. 19,970 \$ 10 2 8 227, buyers

Do. Founders' shares. 2,000 \$ 10 2 1 210, buyers
China Fire Insurance Co., Ltd. 20,000 \$ 100 20 831, buyers
Hongkong Fire Insurance Co., Ltd. 8,000 \$ 250 50 830, sales & buyers

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